

NCDOT Prioritization 3.0 Project Summary

Status: Submitted **SPOT ID:** H141004 Mode: Highway

NC-11, SR-1108 (Littlefield Road)

From/Cross Street: intersection of NC 11 and SR 1108 Specific Improvement Type: 10 - Improve Intersection

(Littlefield Rd)

To: **Project Category: Regional Impact**

TIP#: Length: 0.5

Fully Funded in Draft STIP?

Cost to NCDOT: \$1,550,000

Description:

Upgrade at-grade intersection

Division(s): Division 2 County(s): PITT

MPOS(s)/RPO(s): Greenville Urban Area MPO, Mid-East RPO

Project Location



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Statewide N	Mobility 1	Fotal Score: (0
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Quantitative Score		MPO/RPO Local Input Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 26.61

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) Multimodal + [Freight & Military] (25%) [Travel Time] Benefit/Cost (20%)	50.00 0.00 0.06	Percent: 15% Points: 0	Percent: 15% Points: 94
Totals: Weight: 70% Weighted Score: 12.51			

Division Needs Total Score: 15.35

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (20%) Multimodal + [Freight & Military] (10%) Congestion (V/C) (20%) Totals: Weight: 50% Weighted Score:	50.00 0.00 26.73	Percent: 25% Points: 0	Percent: 25% Points: 0

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Project Data *

Existing Conditions

Existing Cross-Section: Speed Limit: 55 0.5 Length (miles); Multi-Lane Highway Facility Type: Access Control: None Functional Classification: Minor Arterial Terrain Type: Level Lane Width: 12 Paved Shoulder Width: Roadway has Curb & Gutter? No Volume (AADT): 25288.34 Capacity: 91337.79 Volume/Capacity Ratio: 0.28 % Autos: 100% % Trucks: 0% 0 Truck Volume: 0 Crash Density: 0 Crash Severity: 0 Critical Crash Rate: Crash Frequency: 0 Severity Index: 100 County Tier Designation: Non-Interstate STRAHNET No Route? Average Commuting Time: 21 Existing Median Type (for Divided Cost Estimation): Pavement Condition Rating: 94 29.5 **Actual Congested Speed:** Travel Time Index: 1.86

Project Benefits

Project Cross-Section: Speed Limit: Length (miles): Facility Type: Multi-Lane Highway Access Control: Partial Functional Classification: Minor Arterial TerrainType: Level DOT Design Lane Width: DOT Design Paved Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? No CTP/LRTP Completion Year: Submitted by: Division 2		1
Length (miles): Facility Type: Multi-Lane Highway Access Control: Partial Functional Classification: Minor Arterial TerrainType: Level DOT Design Lane Width: DOT Design Paved Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? No CTP/LRTP Name: CTP/LRTP Completion Year:	Project Cross-Section:	
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Access Control: Partial Functional Classification: Minor Arterial TerrainType: Level DOT Design Lane Width: 12 DOT Design Paved 4 Shoulder Width: Travel Time Savings for 30 Years (Total): 4000 Travel Time Savings for 30 Years (Autos): 4000 Travel Time Savings for 30 Years (Trucks): 0 Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? No CTP/LRTP Name: CTP/LRTP Completion Year:	Length (miles):	0.5
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CTP/LRTP Name: CTP/LRTP Completion Year:		No
CTP/LRTP Completion Year:	In CTP or LRTP?	No
	CTP/LRTP Name:	
Submitted by: Division 2	CTP/LRTP Completion Year:	
	Submitted by:	Division 2

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^{*} Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact	Division Needs
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Greenville Urban Area MPO	58%	52	0
Mid-East RPO	42%	42	0
	0%	0	0
TOTAL MPO/RPO Points		94	0

Project Cost and Source

Construction Cost:	\$1,250,000	Cost Estimation Tool
Right-of-Way Cost:	\$300,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,550,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,550,000	

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